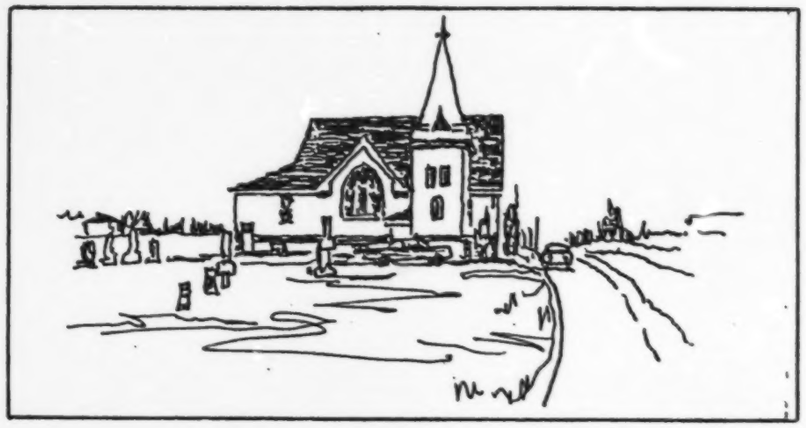
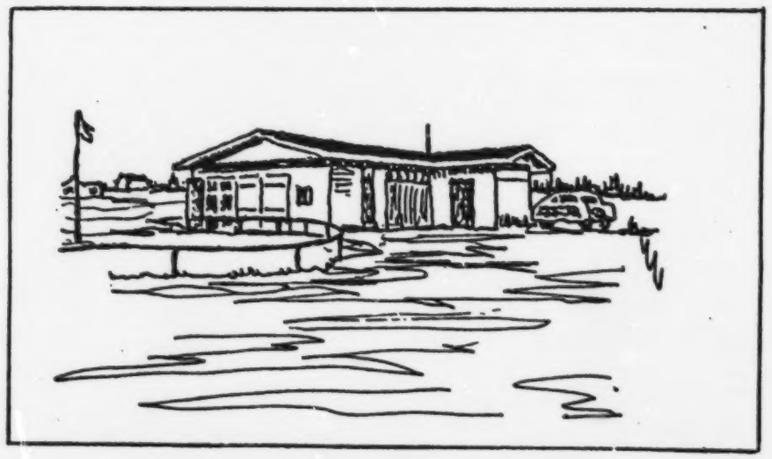
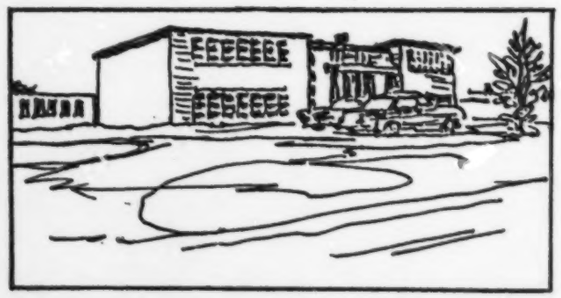
VILLAGE
OF

CORNWALL







AN OFFICIAL PLAN PROPOSAL

Village Of Cornwall
Planning Board

TABLE OF CONTENTS

		PAGE
I	BACKGROUND	1
II	ECONOMIC ACTIVITIES	3
III	EXISTING LAND USE	4
IV	LANDS AND HOLDINGS IN THE VILLAGE	5
V	LEVEL OF SERVICES	6
VI	ANALYSIS OF THE EXISTING VILLAGE STRUCTURE	7
VII	ALTERNATIVES FOR DEVELOPMENT	10
VIII	THE GENERAL LAND USE PLAN	11
	TOWN CENTRE CONCEPT PLAN	13
IX	REGULATORY BYLAWS	19
	POPULATION PROJECTION	21
	EXISTING LAND USE	22
	GENERAL LAND USE PLAN I	23
	GENERAL LAND USE PLAN II	24
	GENERAL LAND USE PLAN III	25
	GENERAL LAND USE PLAN IV	26
I	SUBDIVISION CONTROL	27
II	ZONING	29

I BACKGROUND

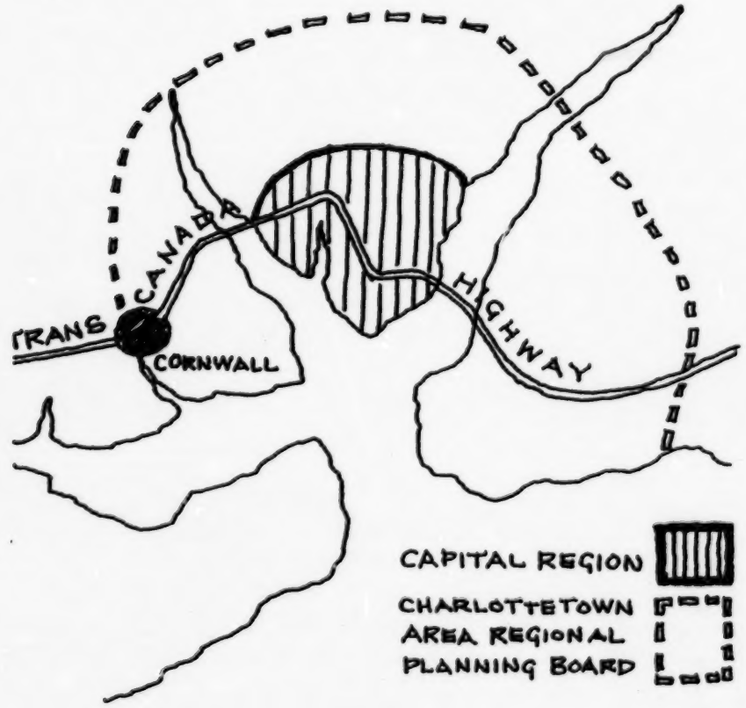
Location:

The Charlottetown Region, as defined by the Regional Planning Board, has its periphery at the Village of Cornwall. The Village is near enough to the capital to relate to it, but far enough away to be considered as more than a mere residential suburb.

Cornwall is one of the more progressive and fast-growing communities flanking the Capital region. It is surrounded by the rural Community Improvement Committee of Eliot River. A scattering of rural residences may be found along most of the roads leading into Cornwall, but it is only in the Village where a significant concentration of residences has occurred which warrant the establishment of an urban municipality.

All traffic between Charlottetown and the West River - Argyle Shore areas passes through Cornwall, as does most traffic from Borden and eastward along the Trans Canada Highway. The Trans Canada Highway almost perfectly bisects the Village.

A generally prosperous farming area lies within full view of the Village.



History:

Research into the history of Cornwall* has revealed a number of interesting facts related to the background of the Village.

Originally, the centre of the Village was called Pye's Corner, but when the Newson family from Cornwall, England settled there in the early 1800's the Village acquired its present name. The community was essentially self-contained. Farming provided the basis for the economy, and a farm related industrial area grew alongside the Creek at the Ferry Road. There was John Hyde's grist mill, and a cheese and butter factory.

In addition to the processing industries, there were numerous other services comprised of a general store, post office, cobbler's shop, blacksmithey, tailor's shop, carriage-maker, cooper, carpenter, contractor and a joiner. The self-reliance of the community was reinforced by the fact that no bridge existed over the North River to Charlottetown, and the overland trip to Charlottetown was a long one via the old Cornwall Road and Milton.

Social activities in the community revolved around the church, schools, community hall and indoor rink, all facilities which might be the envy of a modern community. It is also obvious that the Village provided a regional service in the true sense of the word, with its various social and economic activities not only established to sustain the Village but to provide a focus for the surrounding rural population.

* Staff of the P. E. I. Heritage Foundation provided the research information for this brief historical profile of the Village of Cornwall.

In all, the historical research into the Village of Cornwall reveals an active, healthy and self-contained community structure. With a heritage such as this, it is not surprising to find that the Village's sense of individuality, self-reliance, and independence continues to this day.

Population:

The population in the Village at the end of June, 1976 was 1248.

Some unique population characteristics are noted in the Village. It is seen that these characteristics are to some extent typical of residential suburbs in larger urban centres: younger families, larger households, and predominantly middle income. The reason for these characteristics is because of Cornwall's relationship to the Charlottetown area and its significant residential role at the rural-urban interface.

1. Age Distribution:

Age distribution figures reveal the presence of a high percentage of young families, which accounts for relatively larger household sizes. Of the total population, the largest age groups in 1975 were:

1 - 5 years - 18%
5 - 10 years - 12%
10 - 16 years - 13%
30 - 40 years - 17%

2. Family Size:

The average family size in the Village in 1975 was 4 persons. Statistics indicate that this was slightly higher than the provincial average. The family size distribution

was:

1 - 3 persons - 40%
4 - 5 persons - 45%
6 - 10 persons - 15%

3. Labour Force Distribution:

Labour force figures are significant, in that a larger than average percentage of wage earners are professional or clerical workers. The distribution in 1975 was as follows:

Clerical - 25%
Professional - 43%
Other - 32%

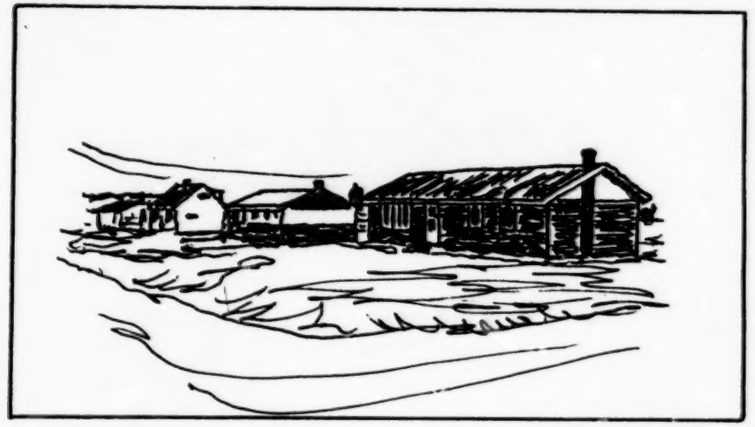
II ECONOMIC ACTIVITIES

Because of its recent rather unique growth as a suburban residential community in the Charlottetown Region, the Village of Cornwall has not developed an extensive economic base. Much of the economic activity which does exist is related to the daily needs of residents in and immediately around the Village. However, several services of a more regional nature are identified. These are:

(a) transport and storage (relocation anticipated)
(b) restaurants
(c) motels
(d) food catering
(e) feed mill

In recent years, the number of tourists visiting the Province and the Charlottetown area has substantially increased. Since the Trans Canada Highway passes directly through the Village, it is apparent that a large percentage of the tourist traffic also passes through the Village. It is therefore obvious that the presence of the Trans Canada Highway contributes substantially to the economic viability of certain businesses in Cornwall, especially during the summer months.

The residents of the Village in general, however, are linked economically with the Capital Region. Most people in the labour force are commuters, and willingly accept the short automobile trip to and from their daily jobs in the city. A survey carried out indicates that professional and clerical employees comprise a larger percentage of the Cornwall community than is normally expected in a suburban area. The general life-style, types of dwellings, and recreational activities all point to a residential community which is moderately prosperous and socially stable.



III EXISTING LAND USE

Prior to the extension of Cornwall's boundaries in 1975, the available land for all uses had been approximately 60% developed. Land use in the Village was predominantly residential, and mainly in single-family dwellings, although there were a few duplexes and multi-unit dwellings scattered throughout. There is also a small mobile home court, overlooking the pond which lies north of the Village's sewage treatment lagoons.

Three rural roads join the Trans Canada Highway at a rather awkward intersection almost in the geographic centre of the Village. A large part of the traffic movement from one part of the Village to another must now traverse this

this central intersection. The intersection had developed a long time before the current levels of traffic were predicted.

With the boundary extensions recently made, the lands available for potential development have been increased by more than 100%. The present use of those lands is in some form of agriculture; either tillage or grassland. There is a minimum of wooded land within the immediate boundaries of the Village, although thick hedges and wooded creek banks dating from an earlier era, continues to enhance the atmosphere of a pleasantly landscaped countryside, only sparsely developed to date.

Two schools now enhance the Village neighborhood. These are the Cornwall Junior High School and the Eliot River Elementary School. Both of these serve a regional function. The Junior High School lies within the boundaries, while the Elementary School lies immediately adjacent to the Village on the west.

Present land use was surveyed and mapped in 1975. Several subdivisions within the perimeters of the Village were noted in the process of expanding development at that time.

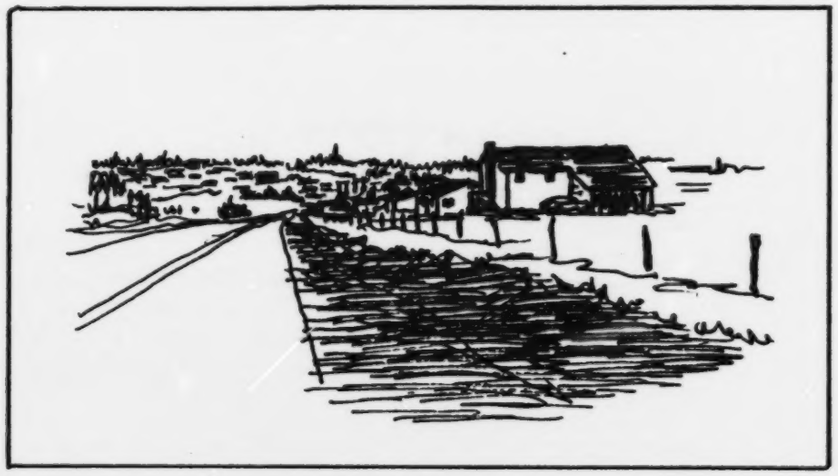
Stores, service stations and other businesses are centrally located adjacent to the Trans Canada Highway generally. Since these range in age from new business to long-established ones, it is obvious that the Trans Canada Highway plays a very important part in the daily movements of people to and from places of business. It is obvious too, that those people who established businesses in the Village considered their location in terms of excellent accessibility.

IV LANDS AND HOLDINGS IN THE VILLAGE

The original parcels of land in the Village were quite large farms, and only a few owners were therefore involved in large holdings. Most of the original farm fields have been either totally or partially subdivided.

Historically, the Village has not been developed by speculators, but through a fairly methodical series of developments by the original landowners. Development has been controlled, in more recent years, by the availability of sewer services and extensions.

At the present time speculative land acquisition in the Village is quite limited, since present owners probably recognize the development potential and will attempt to develop the land themselves as service extensions and the market dictate.



All properties are served by individual self-contained water systems. The ability to obtain an adequate supply of ground water on any lot has not yet been diminished, although there is some evidence that in dry years the groundwater capability may be reduced.

Power and telephone extension has moved directly in response to development. Street lighting is provided as an extension of the electric power facility.

No sidewalks have been constructed to date in any part of the Village, and piped storm sewerage is not generally installed. Open ditch systems are designed and maintained by the Provincial Department of Highways to facilitate water runoff in all streets except on the Trans Canada Highway.

V LEVEL OF SERVICES

As a Village, Cornwall is not responsible for maintenance or construction of streets and roads. The Provincial Department of Highways has provided a street layout mainly designed in accordance with the wishes of individual developers and subdividers. Most of the streets are constructed to the same specifications as are found in newer Provincial roads. The Trans Canada Highway has had more attention than other Village streets, however, resulting in the construction of a curb and drainage system.

A sewage treatment lagoon has served the needs of the residents for 6 years. The lagoon was recently extended by the addition of an aeration pond system, since the original size and capability had been surpassed by the rapid growth of the Village during the last few years.

VI ANALYSIS OF THE EXISTING VILLAGE STRUCTURE

Residential:

Current land use information reveals that residential development has claimed approximately 50% of the total lands within the Village boundaries available or suitable for such use. Several large tracts are relatively free of development to date. A current estimate indicates that more than 225 acres of land are still available for residential construction. This figure does not include the capacity for infilling between existing dwellings.

By utilizing an overall low density housing average of 3-4 dwelling units per acre, this represents a potential increase of almost 1000 dwelling units.

A projection of the typical occupancy of such dwelling units would represent a population growth of 3500, which would increase the total Village population to more than 4500.

Growth trends established during the past several years, when projected, indicate that a population figure in excess of 4500 may be reached by the year 2000. It should be realized that this projection assumes that all growth factors will remain approximately the same as they are today.

While past residential growth involved mainly single family dwellings, there has been a perceptible increase in the demand for multiple-family accommodation in the Province. This demand is stimulated by the high cost of single family dwellings and the Federal programs for multiple-family accommodation. Overall density of housing in Cornwall will remain quite low, but it is apparent that the current trends in multiple-family housing will have some effect on the Village growth pattern if the Village Commissioners respond to demand. (SEE POPULATION FORECAST, PAGE 21)

Commercial:

Analysis of commercial growth to date reveals that shopping facilities, local services and even some regional industrial services have generally concentrated along the axis or "spine" of the Village: the Trans Canada Highway. It is probable that the growth of daily shopping services has been somewhat inhibited by:

(a) the relatively small population of the Village until recently

(b) competing services in the nearby capital region.

However, projected long term growth will lead to a typical increased demand for local facilities.

By using a typical national commercial space standard it can be estimated that eventual regional shopping and service requirements in Cornwall will involve approximately 7 acres of land.* This is considered sufficient to serve the projected Village population as well as a regional rural population of 2000. Clearly, the centre of the Village, with its existing commercial development is the ideal location to fulfill such needs.

The type of shopping centre needed by the projected population would have as its major function the sale of convenience goods and personal services, with leading tenants being a supermarket and a drug store. The need for these services has already been expressed in a survey of residents, and this need will continue to grow as population increases. A gross floor area upwards of 30,000 square feet is projected to provide for 15-20 shops. Parking areas would cover approximately 4 times the gross floor space of the buildings.

The urban neighborhood will be greatly enhanced through the availability of local services. A healthy commercial base will provide numerous local opportunities, such as employment. The regional service function will provide for the needs of the surrounding agricultural community and will consequently benefit both the urban and the rural populations.

It is anticipated that some eventual decentralization of business operations in the Charlottetown area could encourage the location of certain business and government offices in outlying urban settlements, such as Cornwall. However, this is largely dependent on a developing Regional Plan concept, and cannot be projected at this time.

* Urban Planning and Design Criteria, 2nd Edition - Joseph DeChiara and Lee Koppelman.

Recreational:

School officials and the Village Commission have both influenced the growth and location of those recreational facilities which now exist. The large land holding associated with the Elementary School promises excellent regional recreation potential, while the existing Junior High School near the centre of the Village can also serve future needs of a more local nature.

As the Village grows, more housing will necessitate more open space and playgrounds. The open area requirements may not be as high as they would be in greater density areas. The Village Commission has already devised an acquisition program where subdividers must contribute to recreational facilities. This program will be expanded to require developers to design tot playgrounds and other open space facilities in conjunction with their residential layouts, in an approximate ratio of one play area for each 25 residences.

The existence of Hyde Creek with its mature tree fringe represents an excellent potential linear park and walkway system. The low areas along the creek at the extreme south of the Village can also be used for future open space needs when development occurs in that area. The overall land area requirement for a linear park system is relatively low. Playgrounds for future use are projected at an approximate total of 10 acres.

Industry:

Operations such as manufacturing, processing, storage and distribution are not ideally compatible with the residential character of the Village as it has developed to date. To the present time, a minimal amount of industry has been established in the Village.

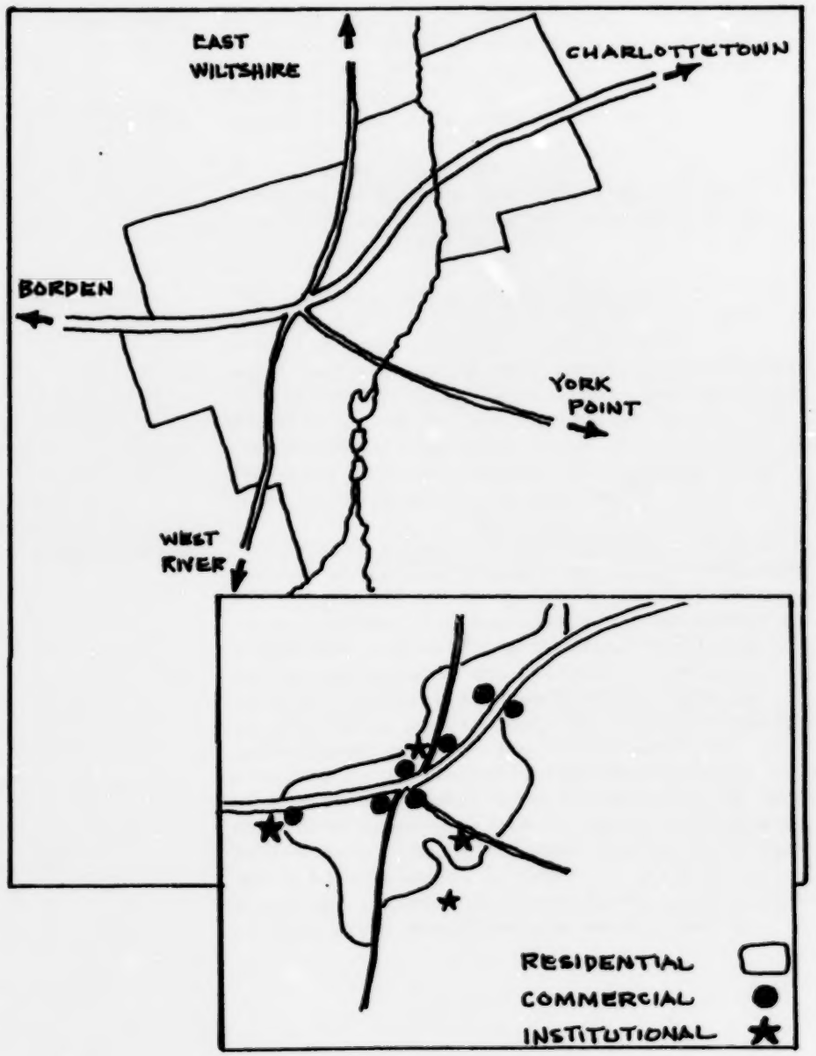
It is a generally accepted principle that industrial location is a function of the Region as a whole. Industrial Parks now located in Sherwood, West Royalty, Parkdale and Charlottetown are projected to fill the major needs of industry in the Region for some time to come. Consequently, the demand for industrial location in Cornwall will be small.

Conclusion:

In summary it can be said that development in the Village has been orderly and progressive. Commercial growth has been centrally oriented. Spacious, well laid out residential neighborhoods have emerged as the distinguishing feature of a Village completely bisected by a major highway. The Village serves a growing local and regional function. It provides a semi-rural alternative housing solution to that found in the city and suburbs, and at the same time meets some of the service and shopping needs of the farming community in which it is situated.

A strong sense of community and a local pride in achievement has developed. This has enhanced the steady growth of an unencumbered semi-urban residential environment. The Village embodies the best elements of both the rural village and the urban system: an abundance of open space combined with the benefits of urban services.

Careful attention to the plan and its management will preserve the desirable aspects of the small urban community, while preventing the introduction or proliferation of undesirable elements and conflicts. There will be ample and continuing opportunities for growth of the local and regional functions of the Village.



VII ALTERNATIVES FOR DEVELOPMENT

The foregoing analysis has shown that there are numerous alternatives for future development which must be considered in planning for the Village. The most obvious alternative, of course, is to permit development to continue without the exertion of any internal influence. Based on present trends, this would result in continued residential expansion, but with a severely limited service sector, perpetually lagging behind the real need of the community.

Three alternative planning approaches are identified and explored. They are as follows:

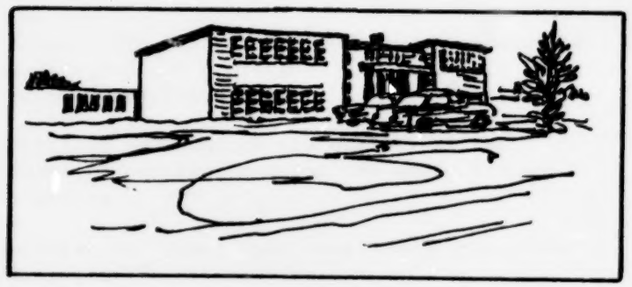
Alternative 1. "Bedroom community" development. This concept alternative would deliberately reserve most areas of the Village for large-lot, single family development, with little significant provision for future social or commercial opportunities. In this concept, the Charlottetown metropolitan system would be expected to provide the full range of job opportunities, shopping services and social or cultural activities.

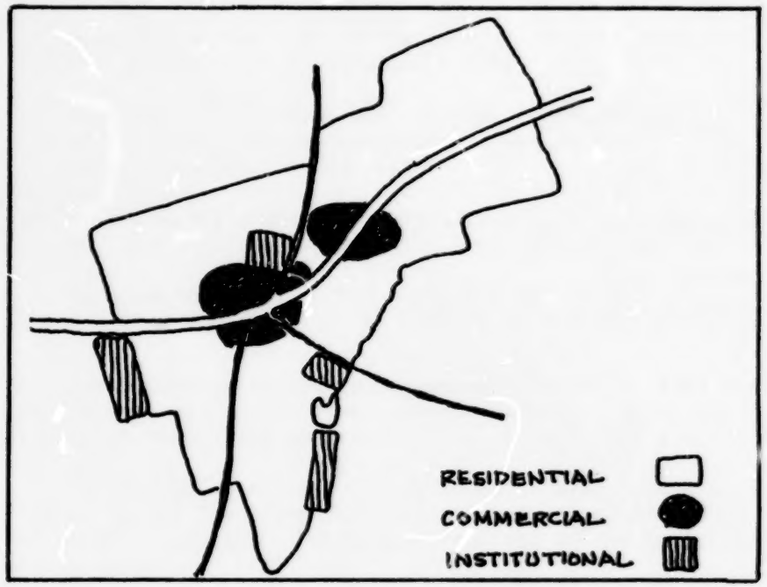
Alternative 2. "Self-contained community" development. This concept would introduce a low-density residential growth strategy, combined with an ambitious plan to upgrade existing recreational, social and shopping facilities. The intention would be to render the Village as wholly independent as possible, with the exception of job opportunities which would continue to be supplied outside of the Village.

Alternative 3. "Integrated community" development. This is a concept which would take into account the role which Cornwall can potentially fulfill in the larger region. It recognizes the existence of a populous and fairly prosperous rural community surrounding the Village. A maximum range of residential opportunities such as single family homes, duplexes and small scale garden apartments or row houses would be provided on a relatively low-density scale, with a strong emphasis on preservation of the desirable aspects of the existing environment. At the same time, a regional service strategy would be developed, in order to broaden the shopping, social and recreational opportunities of the larger rural service area. Such a

regional service function would be of mutual benefit to the Village and the farming community. The Village would enjoy increased commercial activity with resultant job opportunities and an improved tax base. The farm population would benefit by shorter travel time and more convenient access to facilities which would otherwise have to be sought in or near the city.

Of the alternatives described, this report considers and develops the concept expressed in Alternative 3 as the most practical and broadly acceptable for the future of the Village of Cornwall. The concept is not intended to tax the resources of the community beyond its ability to pay, but will provide a satisfactory range of opportunities during the years of projected growth.





VIII THE GENERAL LAND USE PLAN

The Village has been generally fortunate. Few areas within the Village are experiencing any conflict or inconvenience from indiscriminate juxtaposition of land uses. However, as growth continues and accelerates, it will become increasingly difficult to maintain the present quality of the residential environment. Long range guidelines and strategies for development are therefore considered to be necessary in the best public interest.

The Plan Statement:

The proposed general land use plan is a statement of policy which sets out broad conditions to future development and shows the conceptual arrangement of major classes of future public and private land uses. It considers the whole community in general terms and describes the basic land use relationships to be promoted.

The plan takes into account existing land use, functional suitability of areas, and projected requirements, both regional and local. It is natural to anticipate that the plan will be subject to periodic revisions and re-evaluations, because projections do not always come about as predicted. Physical, social and economic circumstances can arise to alter the basic concepts originally expressed in the plan.

Major Objectives:

The initial phases of the planning process in the Village of Cornwall required the definition of goals and objectives to be expressed in the plan. The main objectives of the proposed plan are as follows:

- to accommodate desirable growth and change while providing maximum protection and stability for existing developed areas.
- to preserve and enhance the quality of the residential neighborhood and the whole Village environment.
- to provide for convenient local pedestrian and vehicle traffic circulation.
- to allocate and maintain public open space for parks and recreation facilities.
- to pattern development for the compatible arrangement of different uses of land.
- to allocate the right proportion of land for each use according to anticipated demand.
- to channel the social and economic consequences of physical development in such a way as to benefit the entire community.
- to provide a viable urban service centre to meet the needs of the surrounding rural communities.
- to promote safety, convenience and the general health and welfare of the residential neighborhood.

The proposals set out to accomplish these broad objectives are incorporated in the General Land Use Plan. The plan, above all, emphasizes the residential character of the Village.

It must be noted that the proposed General Land Use Plan is only a framework for continuing development and is not an end product. It should be regarded as the beginning of a process.

Individual Plan Policies

The following is a brief discussion of the problems, factors and planning concepts involved in the formulation of the plan:

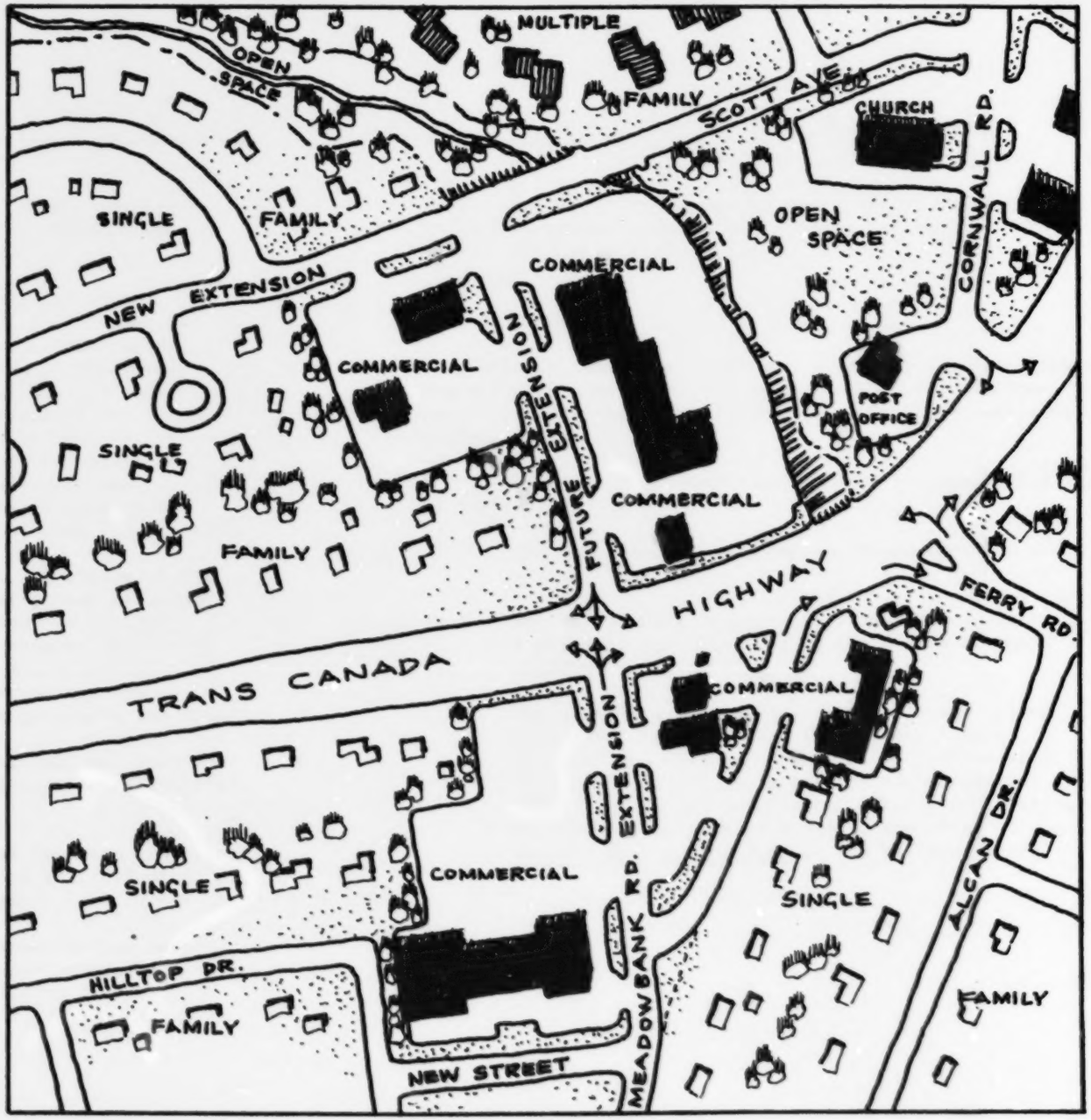
1. Residential:

In the interests of orderly, economic and convenient development, it is recommended that the Village adopt a land development policy which will limit specific types of development to well defined areas. This policy also extends to the infilling of partially developed areas.

TOWN CENTRE CONCEPT PLAN

THE COMMUNITY IS FOCUSED PRINCIPALLY ON THE GEOGRAPHIC CENTRE OF THE VILLAGE. THIS IS ALSO THE HUB OF ALL THE ROADS LEADING OUT OF THE VILLAGE. THE MAJOR ELEMENTS OF THIS CONCEPT PLAN ARE:

- SINGLE DWELLINGS
- MULTIPLE FAMILY DWELLINGS
- GREEN SPACES
- SHOPPING
- SERVICES
- OFFICES
- IMPROVED STREET INTERSECTIONS WITH THE TRANS CANADA HIGHWAY



Basic residential development policy is recommended as follows:

- to discourage commercial and industrial uses from undesirably influencing or encroaching upon residential neighborhoods.

- to establish and maintain a density of development which will protect the residential quality of existing and future neighborhoods. This will require a delineation of areas for multiple-family dwellings near the centre of the Village. Additional residential opportunities will be created by designating one Future Development Zone at the outskirts of the Village for comprehensive planned development with a medium density housing mix and provision for institutional uses if required.

- to establish a growth area at the centre of the Village where there is presently some mixture of residential and commercial uses. A Special Development Zone will be established to provide for a compatible development mix of multiple family residential and commercial uses as infilling and new development occurs in the zone.

- to assure that public and institutional uses are developed in a manner compatible with residential use.

Sustained residential development has been projected. Therefore, an active program to provide the following services and facilities is recommended:

- the phased extension of the sewer system into areas within the Village boundaries capable of being connected to the existing gravity flow system.

- the commissioning of a feasibility study for and design of a municipal water supply system.

- a study of the benefits and costs of phasing in common water supply systems for new subdivision developments.

2. Commercial:

General commercial areas are readily identified within the Village. Therefore, it is anticipated that further commercial development can take place within the existing commercial nucleus.

Basic commercial development policy is recommended as follows:

- the encouragement of compact, convenient and attractive areas.

- the containment of commercial development in convenient locations within the centre of the Village.

- the setting aside of land to provide sufficient commercial opportunities to meet the future needs of the Village and the rural service area. This will include the provision for commercial infilling without detrimental effects on existing residential properties within a specified Special Development Zone at the Village centre.

- the introduction of a general commercial zone on the south side of the Kellow Drive-Trans Canada Highway intersection. This is physically feasible either through:

  a) the phasing out of the Trans Canada Highway through the Village and provision of a bypass route

  or

  b) extensive modifications in the intersection and passing lane system to permit turning commercial traffic movements without through traffic conflicts.

The plan anticipates that the major shopping needs of the Region can be met by existing large-scale facilities in the Charlottetown area, but that the Village development will afford local commercial service opportunities over time.

3. Industrial:

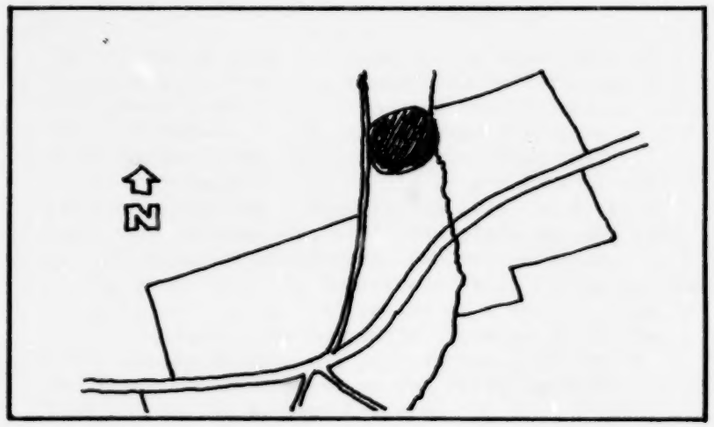
In theory, the provincially established industrial park in West Royalty will be adequate to provide for regional industrial growth. However, it is anticipated that at some future date there may be some demand for industrial space in or near the Village.

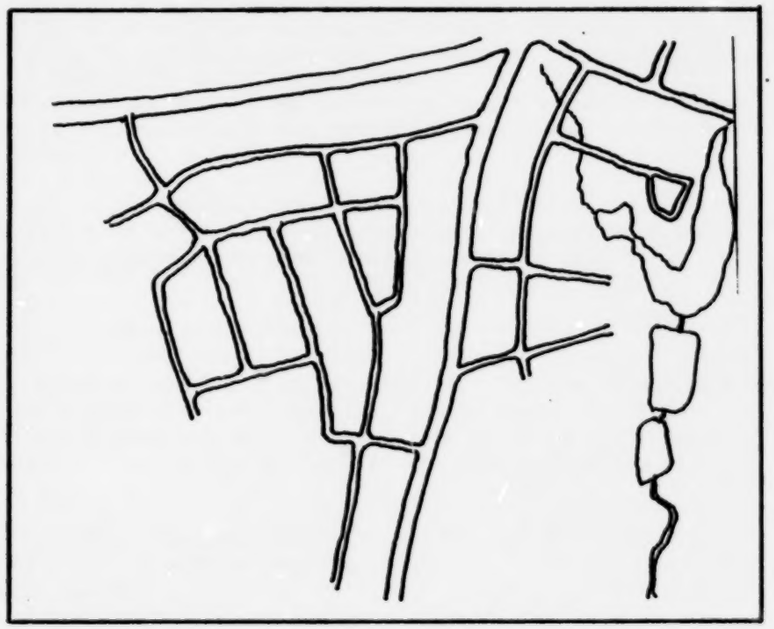
A basic policy is recommended to deal with such a future possibility:

- to investigate the possibility of the expansion of Village boundaries on the North to provide space for light industry which may be proposed in future.

- to define permissible light industrial uses as:

  Manufacturing, industrial, assembly, or warehousing operations not considered obnoxious due to sound, odor, dust, fumes, smoke or other emission.
  Activities connected with the automotive trade other than scrapyards.
  Boat and Marine supplies, repairs and sales.
  Building supplies and equipment depots.
  Business or professional offices.
  Farm equipment sales and service.
  Retail sales as accessory to other uses.
  Service and repair shops.
  Transportation and storage operations.





4. Street System:

The following basic street system policy is recommended:

- the acceptance of the Trans Canada Highway as a major structure in the Village for the foreseeable future, and the design of future street connections in such a way as to maintain the safety and convenience of the Trans Canada Highway.

- the careful evaluation of all subdivision new street designs.

- the study of the feasibility of phasing in a sidewalk system for certain areas of the Village.

- the study and redesign of the major 5 point intersection at the centre of the Village. The basic redesign will consist of rerouting the Meadowbank Road to intersect at right angles with the Trans Canada Highway. The design by the P. E. I. Department of Highways calls for the first phase of the intersection redesign as follows:

a) rerouting of the Meadowbank Road to intersect at right angles with the Trans Canada Highway, west of the Shell Service Station with provision for future signalization

b) rebuilding the Ferry Road intersection to align the approach at right angles to the Trans Canada Highway.

The second phase as designed by the Department of Highways will involve a connecting link between the Meadowbank Road intersection and future Scott Avenue extension to serve the commercial zone north of the Trans Canada Highway. This will require the acquisition of all or portions of two private properties. Negotiation with the P. E. I. Department of Highways will take place at such time as this phase of development becomes necessary. In the event that the Department finds it impractical to carry out its initial design of a through road to Scott Avenue, the Commercial Zone north of the Trans Canada Highway may gain access directly to the Trans Canada Highway at the existing road frontage of the Village Grocery.

As it is anticipated that all streets and roads within the Village will continue under the jurisdiction of the Province, it is also recommended that a formal system of liaison is established by the Village to provide ongoing communication between Village, Region and Province on road and traffic policies.

It is recommended that pedestrian and cycle convenience and safety be established by a program of intersection and crosswalk upgrading to meet specific needs of each area.

5. Schools:

Although the location of schools is not the direct concern of the Village, future Elementary School needs have been reasonably anticipated in the location of Eliot River School. However, some concern exists over the future location of High Schools.

It is recommended that a formal system of liaison is established to provide ongoing communication between Village, Region and Province in the matter of expanding school needs. Projected growth figures indicate that the Province should seriously consider the location of Regional High Schools conveniently adjacent to or within the Village.

6. Parks and Recreation:

In terms of the proposed regional role of the Village, parks and recreation will play an important part in the life of the community. The proposed General Land Use Plan shows existing institutions and a walkway system which can be developed.

The following basic policy is recommended:

- the requirement for developers of land to consistently contribute to the recreational facilities demanded by their developments.

- the development and maintenance of existing parks, institutional and recreational lands in such a way as to provide maximum benefit to the Village and the area.

- the location of regional recreation facilities at school sites (swimming pools, curling rink, playing fields, tennis courts, etc.)

- the location of new neighborhood parks or play areas in accordance with the location and density of new development.

- the development of a walkway system phased with residential development.

7. Mobile Homes:

The General Land Use Plan does not provide for the expansion of mobile home courts nor does it provide for the location of individual mobile homes in residential neighborhoods.

Since the existing mobile home court already represents a medium density land use, the General Land Use Plan recognizes the existing mobile home court. The following basic mobile home policy is recommended: - the location of mobile homes in the Village will be discouraged.

8. Residential Infilling:

The basic policy for infilling of vacant areas in existing neighborhoods is recommended as follows:

- compatible residential development is to be maintained, in terms of housing type and residential density.

9. Fire Protection:

It is recognized that the matter of fire protection will receive regional attention in future. The following basic policy is recommended:

- establishment of an active liaison with the Regional Planning Board to deal with fire protection.

- yearly review of the existing fire protection service as to the level of service and security provided.

- limitation on size and number of multiple-family structures to minimize fire risks.

Further action is recommended as follows:

- an examination of the feasibility of the establishment of a fire protection service within the Village on a long-term basis.

10. Police Protection:

Police protection may also receive regional attention The recommended action is as follows:

- liaison with the Regional Planning Board in the matter of regional police protection.

- a review of the feasibility of phasing in a 24-hour R.C.M.P. service when such service is warranted.

11. Village Hall and Related Facilities:

The usefulness of a Village Hall as the focal community centre is recognized. The basic action recommended is as follows:

- a study into the possibility of financing and constructing a Village Hall with special attention to sources of Provincial and/or Federal assistance.

12. Social and Cultural Amenities:

The need for a structure to house certain facilities such as an extension library, community exhibit, art and drama groups or other activities of this nature will become evident as growth continues. The following action is recommended:

- as the Village population grows the feasibility of phasing in a cultural facility should be considered.

- establishment of an active liaison with the School Unit and Department of Education on the possibility of accommodating certain functions within school structures.

13. Capital Improvements:

It is recognized that the level of urban services in the Village is limited at the present time to such essentials as pavement, street lights and sewerage. The lack of more extensive services is reasonably well offset by the significantly larger lot sizes to be found in most Village developments. However, as continuing urbanization occurs, the requirements for more extensive services will increase. The following basic policy is recommended:

- the requirement of responsible cost-sharing by developers of subdivisions.

- monitoring the needs of residents by maintaining a continuous forum of discussion through the Planning Board.

The following action is also recommended:

- study of feasibilities for phasing in the installation, extension and upgrading of physical services as the need becomes apparent.

IX REGULATORY BYLAWS

Logically, the acceptance of the foregoing plan concepts must precede any action controlling land use. The plan is the objective, and the land use controls along with any specific actions of the Village Commission, are the methods of achievement.

The use of land may be controlled primarily by subdivision and zoning bylaws, which specify the permissible density and arrangement of land use, and provide guidelines for responsibility in developing land.

Subdivision Control:

Land subdivision is the prior step in the building of a community. Much of the community's form and character is determined by the quality of its land subdivision and the standards built into the subdivision. Once land has been divided into blocks and lots, streets constructed and utilities installed, the development pattern is set. The community's residents will be influenced by the quality and character of subdivision design for many generations.

Zoning:

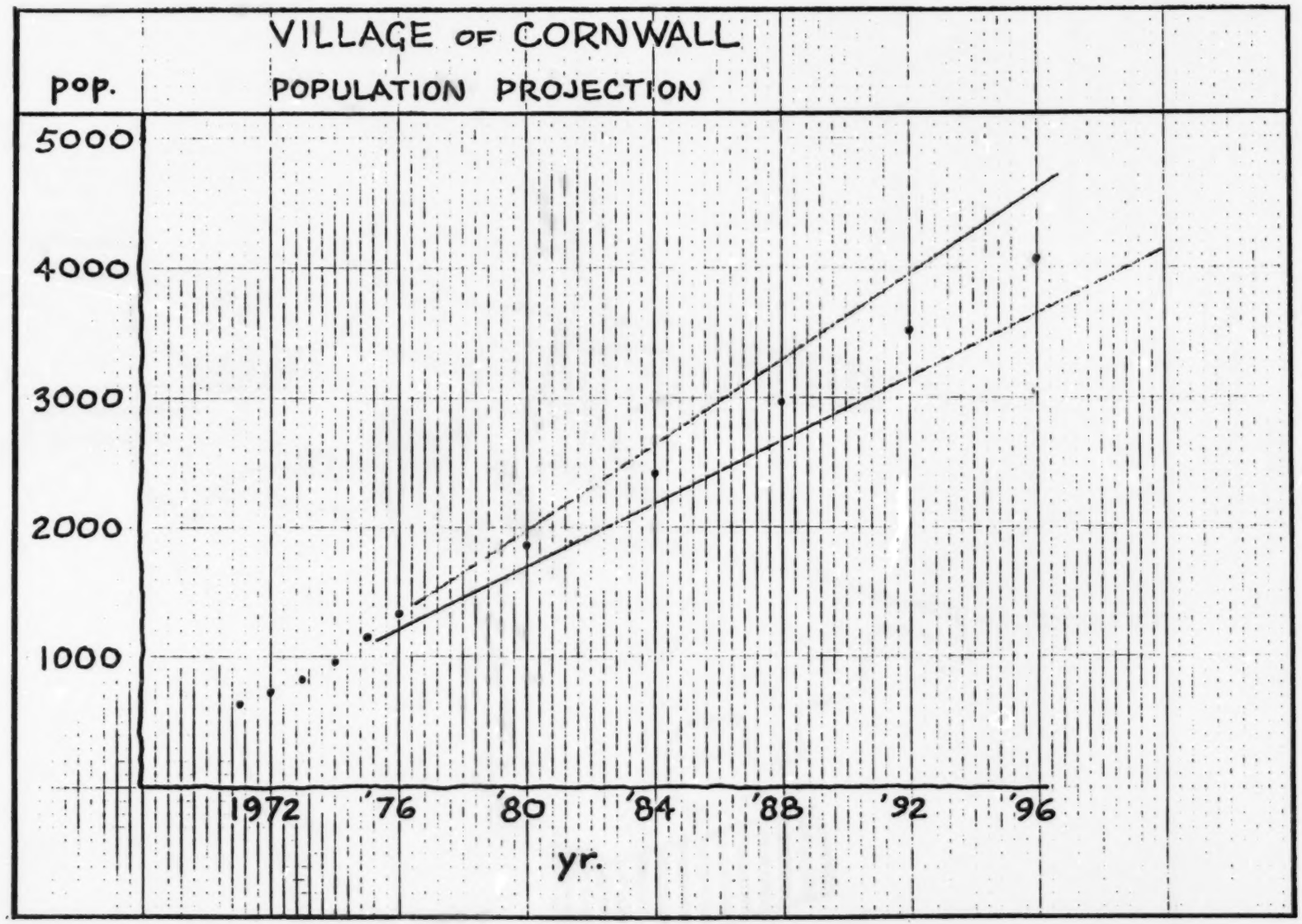
Essentially, urban land use zoning has 3 major aspects:

1. it expresses a concept of general public interest: that is, the proposed or permitted land uses in the various delineated zones is deemed to be in the best interest of the general public.

2. the zoning bylaw may restrain one or more landowners from doing what he would otherwise do: A zoning bylaw which permitted every landowner to do anything and everything he chose would be ineffective and worthless.

3. the zoning bylaw does not prohibit all uses of land in any case: the owner is able to do something with his land. Zoning may deprive the owner of the highest profitable use if there is a compelling public interest, but planning law in P. E. I. does not deprive the owner of all economically viable land uses.

The classification of land by zones separates groups of uses which have a depreciating effect upon one another, and minimizes the extent and degree of conflicting contact. The general result is the broad separation into zones of residential, commercial, industrial and institutional use, as well as whatever necessary subclassification may be suitable to an area. Zoning will also promote development standards which render incompatible uses less harmful to one another.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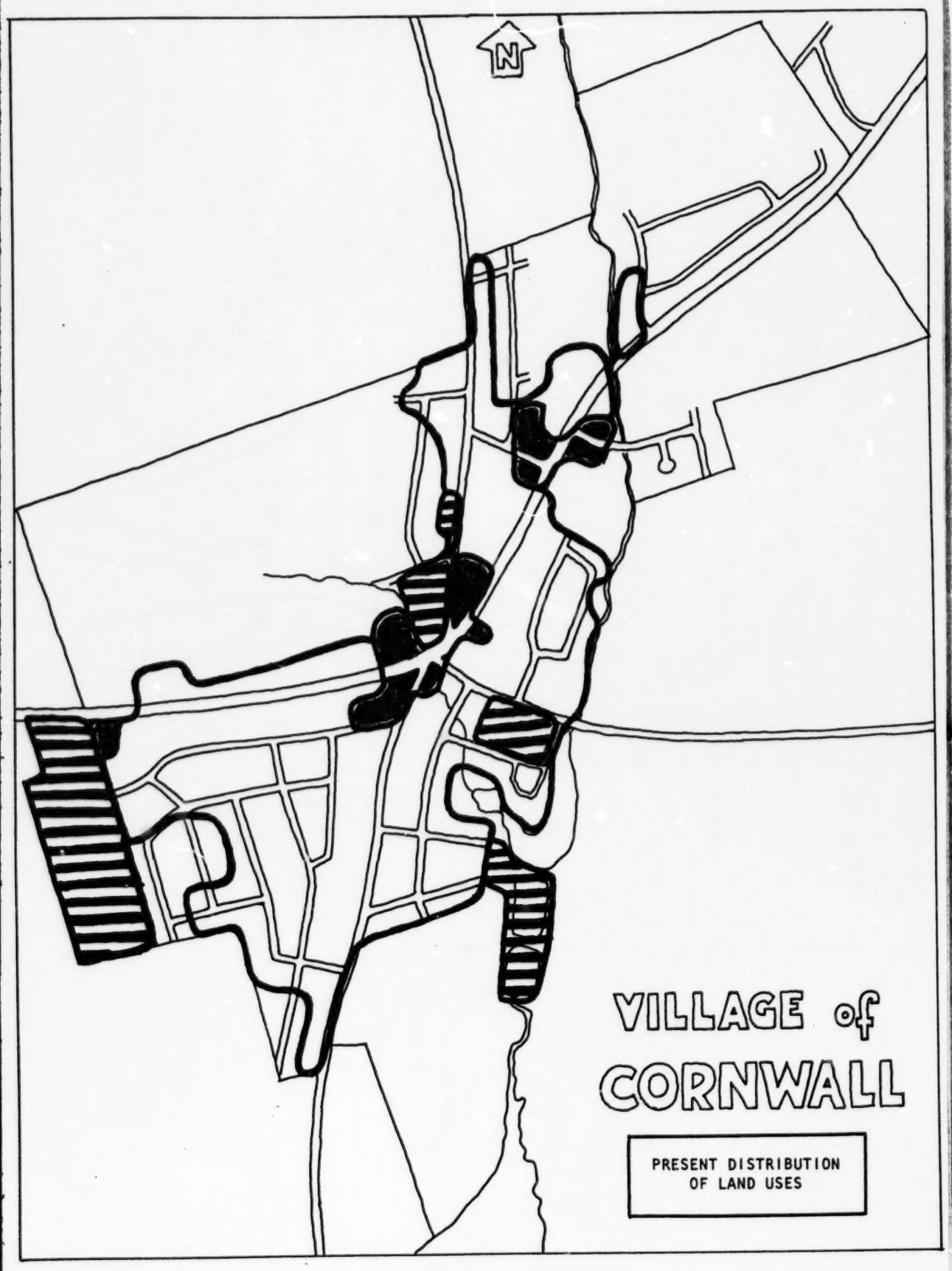
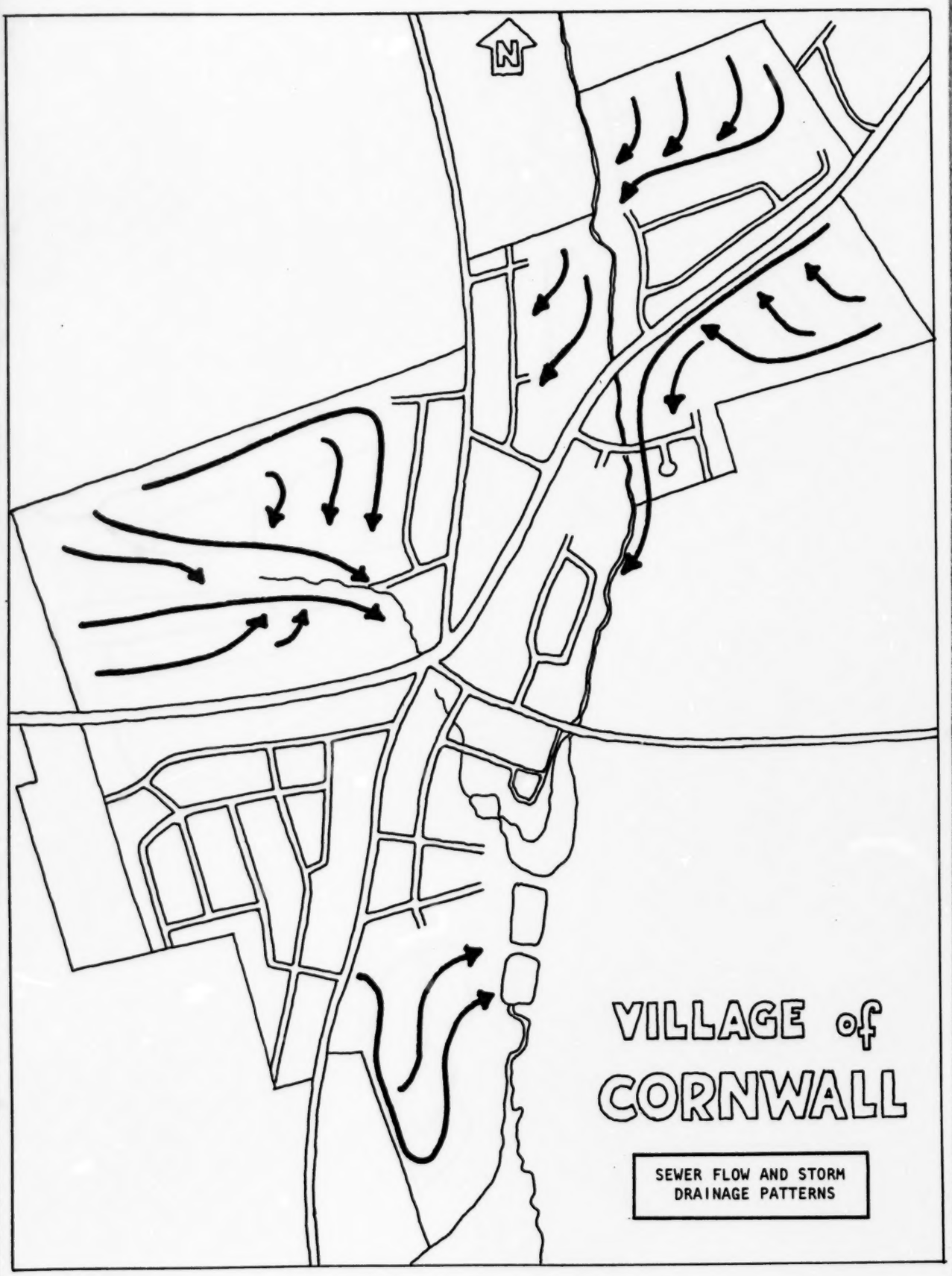


EXISTING LAND USE

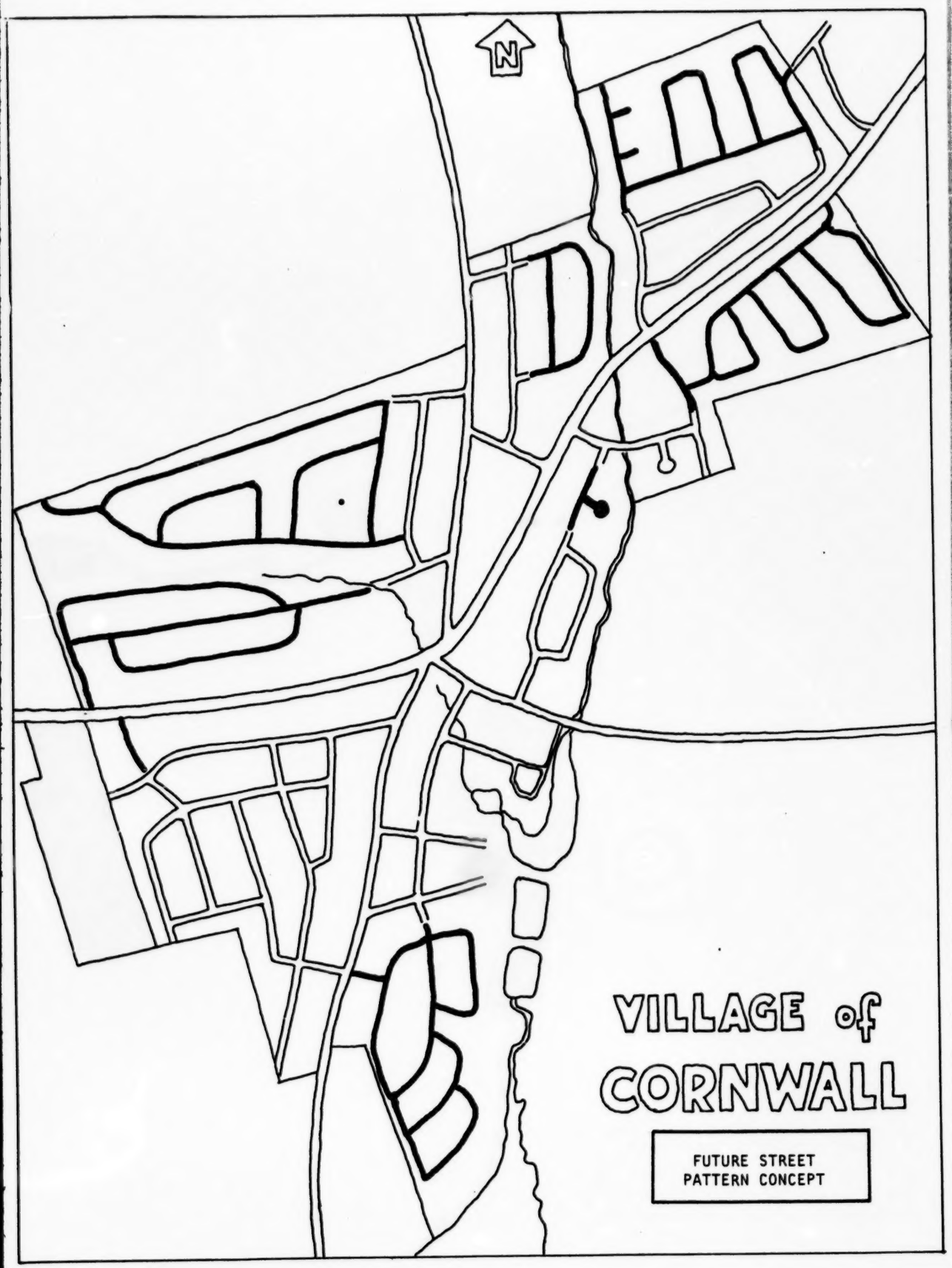
RESIDENTIAL

COMMERCIAL

INSTITUTIONAL



GENERAL LAND USE PLAN I



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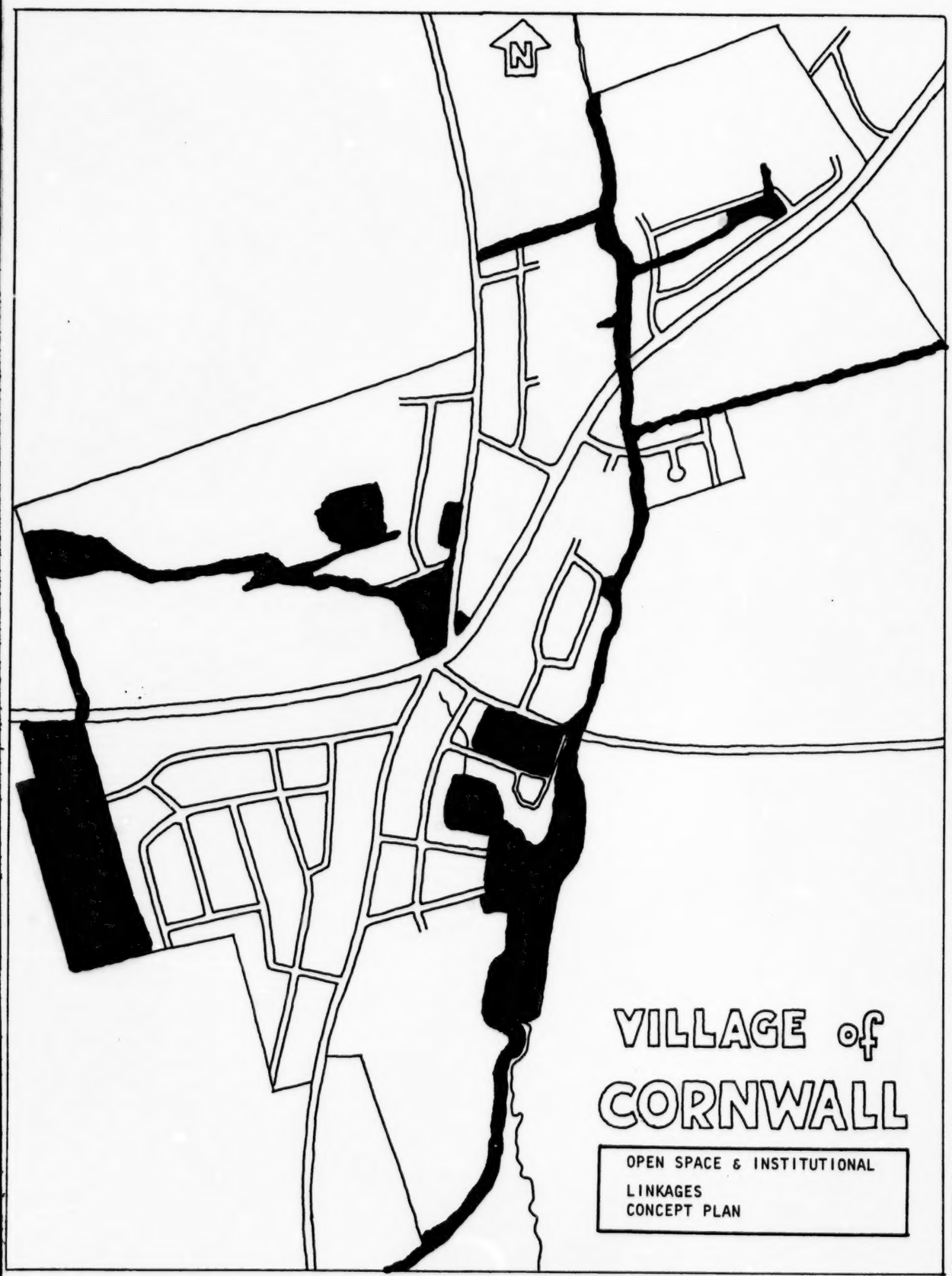
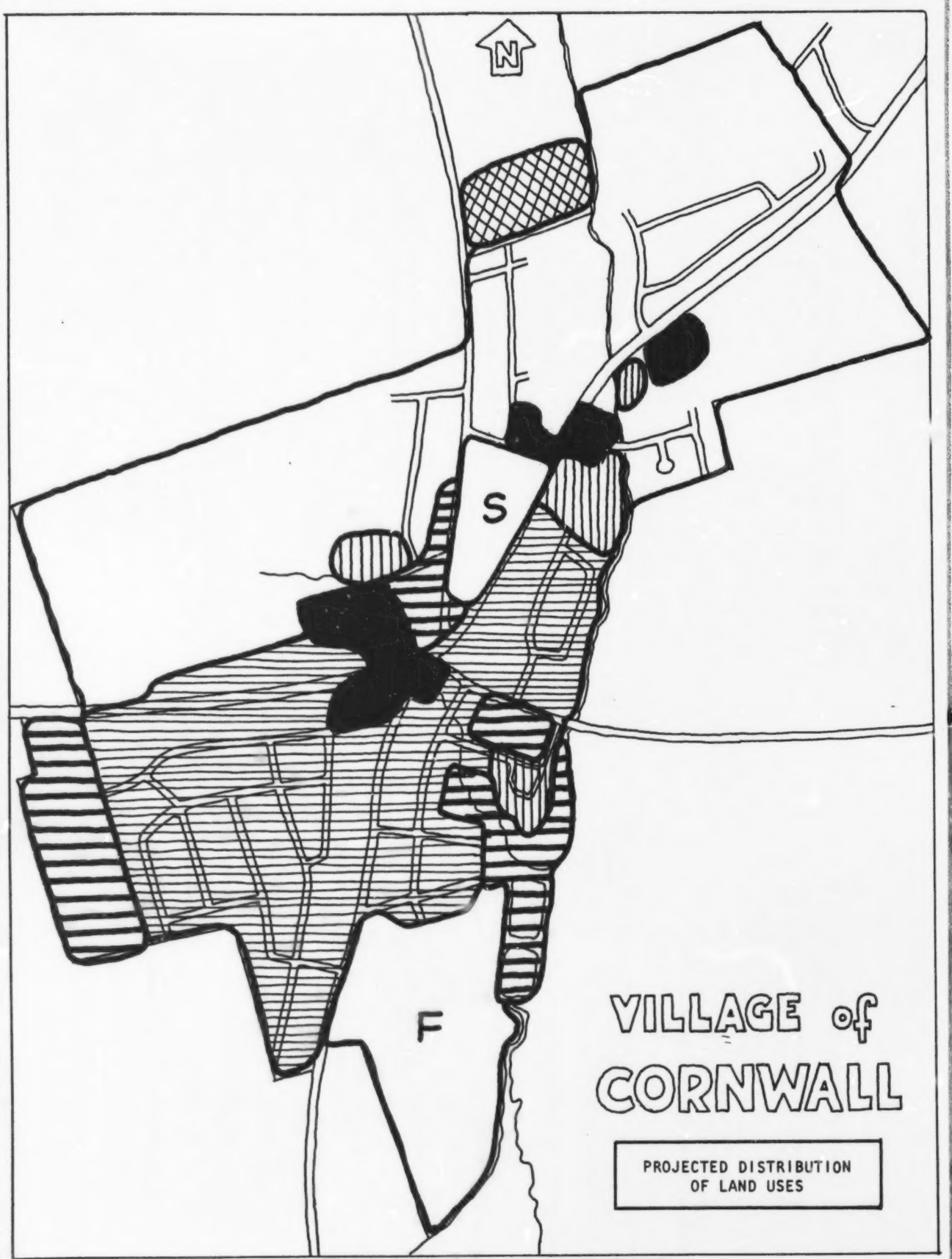


GENERAL LAND USE PLAN III



GENERAL LAND USE PLAN IV

SINGLE FAMILY		COMMERCIAL	
DUPLEX (UP TO 10%)		INDUSTRIAL	
MULTIPLE FAMILY		OPEN SPACE & INSTITUTIONAL	
SPECIAL DEVELOPMENT	S	FUTURE DEVELOPMENT	F

THE FOLLOWING PAGES BRIEFLY REVIEW THE BASIC OBJECTIVES OF THE SUBDIVISION CONTROL AND ZONING BYLAWS WHICH WILL IMPLEMENT THE FOREGOING OFFICIAL PLAN.

I SUBDIVISION CONTROL

The Subdivision Control Bylaw will be composed of 5 parts:

Part 1. Interpretation and Administration
Part 2. General Provisions
Part 3. Application and Approval Procedure
Part 4. Appeals
Part 5. Offenses and Penalties.

1. Interpretation and Administration:

This part will contain legal definitions of words and phrases for the purpose of the Bylaw. It also outlines the two-week advertisement and public hearing process to be followed prior to introducing any amendment in the Bylaw.

2. General Provisions:

This part will require subdividers to develop land under the following considerations:

1. Whether the plan conforms to the zoning bylaw
2. Topography and physical condition of the land
3. Soil characteristics
4. Surface drainage
5. Potential flooding and erosion
6. Convenience of access
7. Availability and adequacy of utilities and services
8. Existing land use in the immediate vicinity
9. Segregation of traffic flow as between main and minor throughfares
10. Dimension, shape, orientation and accessibility of each lot or parcel of land.
11. Other matters which, in the opinion of the Village Commission may prejudice sound development in the Village.

The general provision will also give the Village the power to negotiate a subdivision agreement for development costs in a subdivision. The agreement may cover:

Streets, including sidewalks, curbs and gutters
Sewers
Storm drainage
Street lighting
Open space areas up to 10% of land or monetary equivalent
Phasing of development
Performance Bond or financial guarantee
Engineering designs.

The general provision will specify the following minimum parcel sizes for all zones:

Use	Min. Area	Min. Frontage
Single Family Dwelling	9,000 sq. ft.	75 ft.
Duplex	12,000 sq. ft.	100 ft.
Churches	20,000 sq. ft.	100 ft.
Multi Family Dwelling	15,000 sq. ft.	100 ft.

Use	Min. Area	Min. Frontage
Commercial	10,000 sq. ft.	75 ft.
Open Space or Institutional	20,000 sq. ft.	100 ft.

Street design standards and lot shapes will also be controlled by this Bylaw, in order to promote safe, convenient and pleasant residential neighborhoods.

3. Application and Approval Procedure:

Application for approval in principle to develop land may be made by providing a detailed plan drawing for Village consideration. Approval in principle, if given, is given within 60 days and is effective for 6 months.

Final approval will require submission of a detailed engineering plan, together with certified documents and an application fee of $25 or $5 per lot, together with 5 plan copies for registry purposes.

4. Appeals:

Any appeal against the Bylaw must be directed to the P. E. I. Land Use Commission.

5. Offenses and Penalties:

On conviction, a first offender may be fined up to $500. Second offenders may be fined up to $1000 plus prosecution costs. Continuing offenders also face a penalty of $50 per day as long as the offense continues.

A prosecution may be undertaken within a year of the offense. Any person may initiate action where contravention of the Bylaw has taken place.

11 ZONING

The Zoning Bylaw will be composed of 14 parts:

Part 1 Title
Part 2 Definitions
Part 3 Zones and Zoning Maps
Part 4 Interpretation
Part 5 General Provisions for all Zones
Part 6 General Requirements for Residential Zones
Business Uses Permitted in Residential Zones
Part 7 Single Family Residential (R1) Zone
Part 8 Duplex Residential (R1A) Zone
Part 9 Residential Multiple (R2) Zone
Part 10 Commercial General (C1) Zone
Part 11 Open Space and Institutional (O1) Zone
Part 12 Special Development (C1A) Zone
Part 13 Future Development (R3) Zone
Part 14 Administration

1. Title:

The Bylaw will be called the "Zoning Bylaw" of the Village.

2. Definitions:

This part will contain legal definitions of words and phrases for the purposes of the Bylaw.

3. Zones and Zoning Maps:

The zones will be named and coded to the Official zoning map.

Single Family Residential (R1) Zone
Duplex Residential (R1A) Zone
Multiple Residential (R2) Zone
Commercial General (C1) Zone
Open Space and Institutional (O1) Zone
Special Development (C1A) Zone
Future Development (R3) Zone

4. Interpretation:

Precise zoning boundaries will be described as centre lines of streets, easements and right-of-way, or property lines, or the Village boundaries.

5. General Provisions for all Zones:

This part will specify that all development must be in accordance with the Bylaw, and a permit must be obtained from the Village.

A parcel of land to be developed must have frontage on a street.

Non-conforming uses in a zone lawfully existing prior to passing of the Bylaw are exempted from the force of the Bylaw, unless 75% destroyed by accident or otherwise or unless vacated and in disuse for 6 months.

Permits issued prior to establishment of zones are valid for six months following zoning.

Existing undersized lots deeded prior to the Bylaw and undersized existing yards are deemed lawful.

Temporary construction camps are permitted up to sixty days after completion of a construction.

A permit is required to move any building.

Only one main building may be erected on a lot except for commercial buildings or grouped dwellings under one ownership.

Accessory buildings in residential areas are limited in size to 750 square feet and 15 feet in height. They may only be located in backyards and must be at least 3 feet from the lot line. If attached to the dwelling, they are considered part of the dwelling.

Outdoor lighting and lighted signs must be directed so as not to cause inconvenience to others.

Fences and hedges at a corner are restricted to 2 ft. height within 20 feet of the intersection.

Loading and parking spaces are required in accordance with the following table:

TYPE OF USE	PARKING SPACE	LOADING AREA
Single family dwelling	2	-
Duplex dwelling	3	-
Multiple family dwelling	1.5 spaces per dwelling unit	-
Hotel, motel, tourist home	1 space for each quest room	-
Auditorium, theatre, church, hall or restaurant	1 space for each 6 seats	-
Business and professional offices	1 space for each 100 square feet of floor area	-
Commercial premises	1 space for each 100 square feet of floor area	1 space for each loading bay.

A parking space shall have minimum dimensions of 10' x 20' and shall have access to a clear maneuvering lane.

A loading area space shall have minimum dimensions of 70' x 12' and shall have clear access to maneuvering space.

Parking areas must be stable, near to the location they serve, with clearly defined entrances and exits. Traffic lanes are 10 ft. wide.

No building on a corner lot may be closer than 17 ft. to the lot line fronting the street.

6. Business Uses in Residential Zones:

Any business or professional use of a house is permitted only if:

- the external appearance does not change
- there is not more than one outside assistant employed
- not more than 25% of the dwelling is used
- off-street parking space is provided
- no outdoor storage or display is used.

7. Single Family Residential Zone (R1)

(1) Uses permitted in this zone:

Single family dwellings
Parks or playgrounds
Accessory Buildings
Grouped single family dwellings where applicable
Churches
Schools
Community Centre
Senior citizens housing

(2) Standards:

Minimum lot area:	9000 sq. ft.
Minimum lot frontage:	75 ft.
Minimum front yard:	17 ft.
Minimum rear yard:	15 ft.
Minimum side yard:	7 1/2 ft.
Maximum building height:	2 1/2 stories

8. Duplex Residential Zone (R1A)

(1) Uses permitted in this zone:

The same as R1 zone but also including duplex dwellings up to 10% in any block, provided there is not already an existing duplex within a 500 ft. radius.

(2) Standards:

The same as R1 zone, except that minimum lot area for duplex use is 12,000 sq. ft. and minimum lot frontage is 100 ft.

9. Residential Multiple Zone (R2)

(1) Uses permitted in this zone:

Single family and duplex dwellings
Apartment dwellings (up to 6 units per building)
Homes for the aged
Parks and Playgrounds
Accessory buildings.

(2) Standards:

Minimum Lot Area	15,000 sq. ft. for the first 3 dwelling units plus 1,500 sq. ft. for each additional unit.
Minimum Lot Frontage	100 feet
Minimum Front Yard	17 feet
Minimum Rear Yard	15 feet
Minimum Side Yard	10 feet
Maximum Height of Main Building	2 1/2 stories
Usable recreation space	1,000 sq. ft. for the first dwelling unit plus 500 sq. ft. for each additional unit.

10. Commercial Zone (C1)

(1) The following uses are permitted:

Animal Hospital and Veterinary Establishments
Automobile Service Stations including automobile washing establishments as an accessory use conducted on the same lot
Banks and Financial Institutions
Business and Professional Offices
Churches and Religious Institutions
Clubs
Commercial Schools
Dressmaking and Tailoring
Funeral Homes
Hotels, Motels, and other tourist establishments
Indoor recreational establishments
Institutional Uses
Medical Clinics
Parking Lot and Parking Structures
Places of Entertainment, Recreation and Assembly which are conducted within wholly enclosed buildings
Private Clubs and Fraternal Organizations
Photography Studios
Printing Establishments
Repair Shops
Restaurants
Retail Stores
Service and Personal Service Shops
Taxi and Bus Stations

(2) Standards:

Minimum Lot Area	10,000 sq. ft.
Minimum Lot Frontage	75 ft.
Minimum Front Yard	17 ft.
Minimum Side Yard	7 1/2 ft.
Minimum Rear Yard	15 ft.
Maximum Height of Buildings	2 1/2 stories

In this zone up to 4 apartments may be provided in connection with commercial uses except above restaurants, service stations, dry-cleaners, or explosive storage. The apartments must be at least 400 square feet with separate entrance and must be self-contained. Parking and yard space is also required.

Special standards for development of service stations apply in this zone.

11. Open Space and Institutional Zone (O1)

(1) The following public and private institutional uses are permitted:

Cemeteries
Churches, Places of Worship and Religious Institutions
Colleges, Universities and Non-commercial schools
Community Centres
Golf Courses

Government Offices
Homes for the Aged and Nursing Homes
Hospitals
Libraries, Museums and Art Galleries
Market Garden and Garden Nurseries
Pavilions, Band Shells
Private Clubs and Fraternal Organizations
Public and Private Parks
Public and Private Recreation Centres
Public and Private Schools
Buildings and Structures accessory to the foregoing including a refreshment booth or pavilion.

(2) Standards:

Minimum Lot Area	20,000 sq. ft.
Minimum Lot Frontage	100 ft.
Minimum Front Yard	17 ft.
Minimum Rear Yard	15 ft.
Minimum Side Yard	7 1/2 ft.
Maximum Height of Main Building	35 ft.

12. Special Development Zone (C1A)

(1) The following uses are permitted:

All uses permissible in the Commercial Zone (C1)
All uses permissible in the Residential Multiple Zone (R2)

(2) Standards:

Minimum lot area 10,000 sq. ft.

All other standards are as described in (R2) Zone.

(3) The following design requirements apply:

a) any proposal for development other than single family or duplexes must be accompanied by a comprehensive site plan showing the entire layout as it relates to adjacent properties.

b) commercial development and apartment development must provide for a 10 foot landscaped buffer strip between the commercial structure, apartment structure, parking area, drive or accessory building and any adjacent existing residential property.

c) no loading zone is to be situated in any side yard adjacent to any existing residential property.

13. Future Development Zone (R3)

(1) This zone is created to provide for a comprehensive planned development of any block of 5 acres or more, including any of the following uses:

Single family dwelling
Duplex dwellings
Apartment dwellings (6 units per building, maximum)
Churches
Elementary and secondary schools
Parks and playgrounds
Accessory buildings.

(2) Standards:

A maximum overall density of 12 dwelling units per acre.

A maximum of 25% of the total area may be apartment buildings.

A maximum of 25% of the total area may be duplex dwellings.

A minimum of 10% of the total area to be utilized as open space (excluding roads and parking).

Off-street parking.

SEE PAGE 26 FOR THE LAND USE DISTRIBUTION WHICH WILL BE REFLECTED IN THE ZONING BYLAWS

14. Administration:

The Village will name a development officer to administer. Permits for development will be issued by the officer in accordance with subdivision control and zoning bylaws.

Application for development must be accompanied by proper, detailed plans showing both land, and buildings, as proposed and as existing. Application must be signed or otherwise authorized.

Application for rezoning will require amendment of the zoning bylaw. Before any rezoning, the Village gives 2 weeks notice and then holds a hearing. Nearby residents are contacted individually.

Appeals against any decision made under the Bylaw are to the Land Use Commission.

Convicted violators will face the same penalties as described in the subdivision control section.

Development permit fees will be $5.